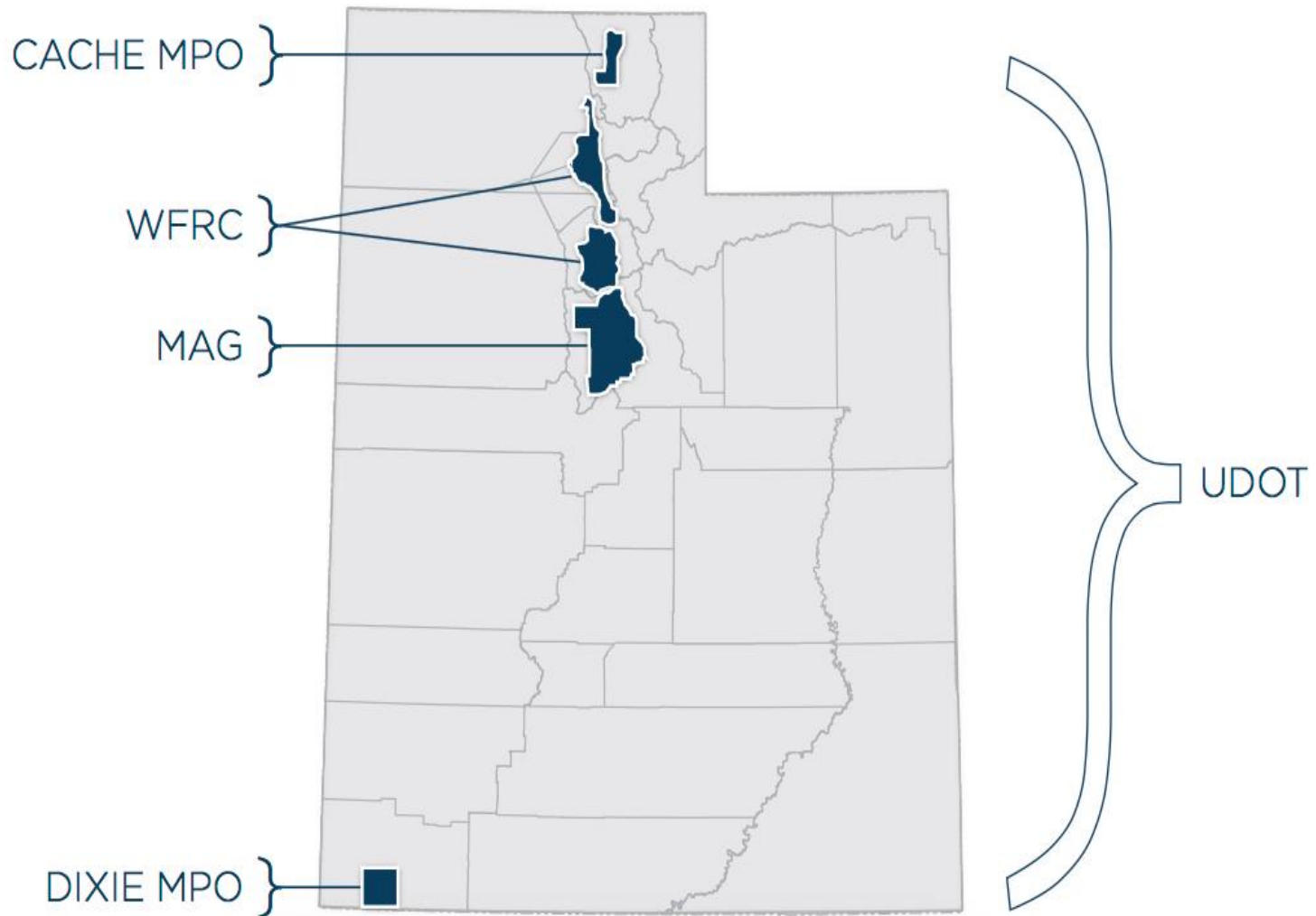


Utah's Metropolitan Planning Organizations

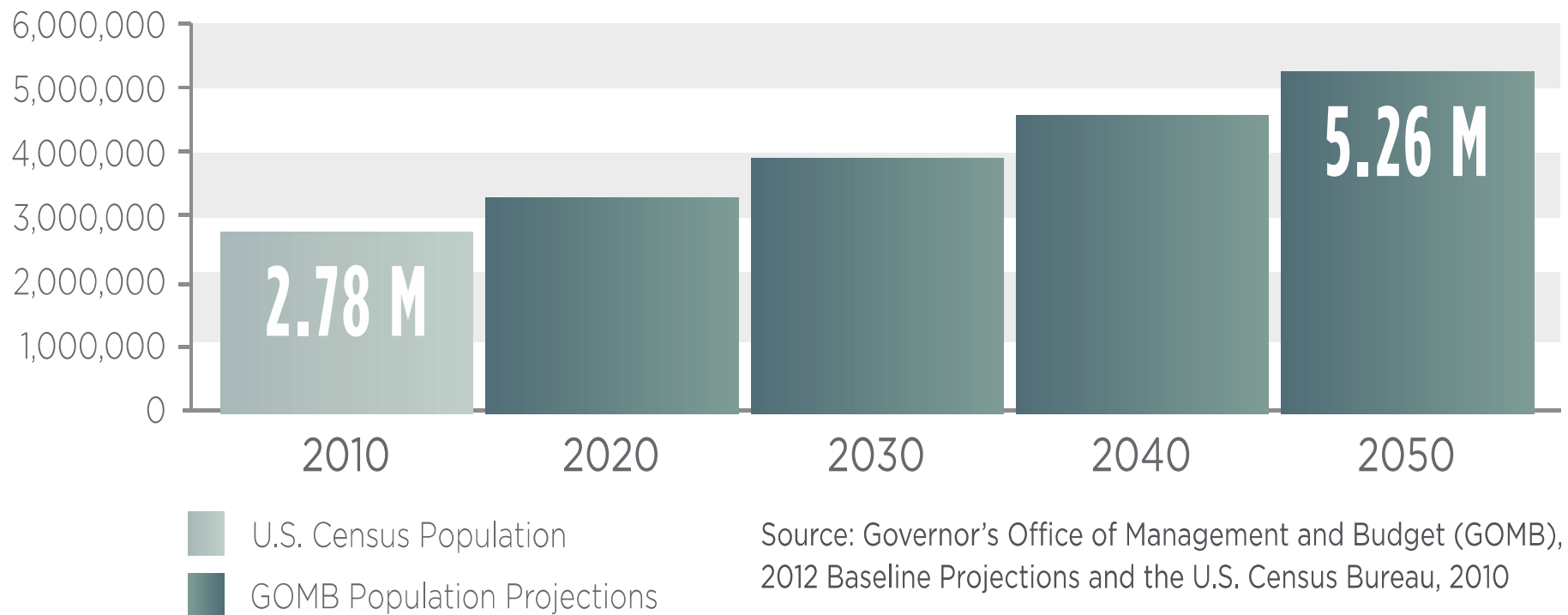
July 13, 2016



Transportation Planning in Utah



Utah's Population Growth



UTAH'S UNIFIED TRANSPORTATION PLAN 2015 - 2040



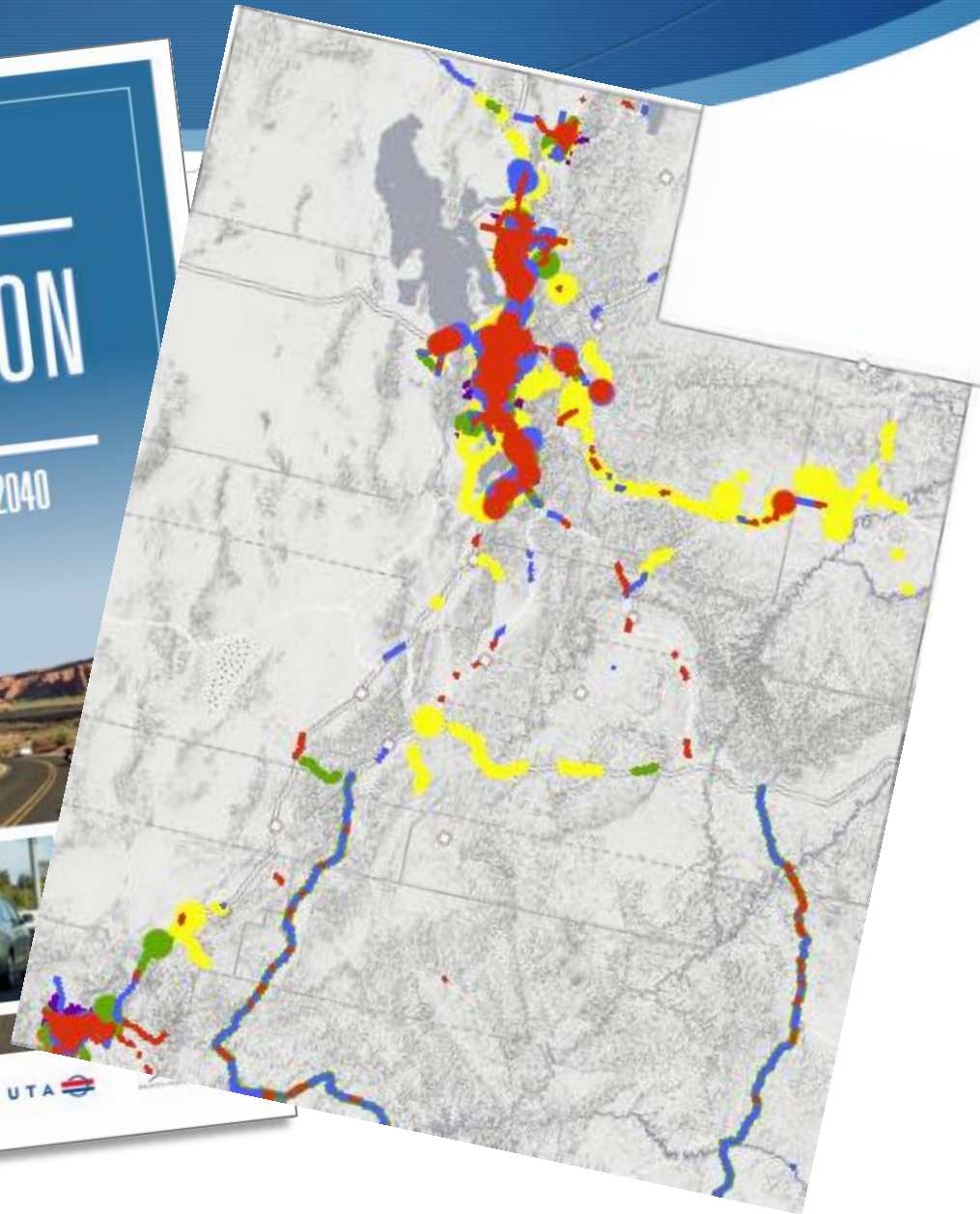
CMPO



MOUNTAINLAND
METROPOLITAN PLANNING ORGANIZATION

LDOT

UTA



A Recognized Approach



U.S. Department
Of Transportation

Federal Transit Administration
Region VIII
12300 W. Dakota Ave., Suite 310
Lakewood, CO 80228
720-963-3330
720-963-3333 (fax)

Federal Highway Administration
Utah Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801-963-0182
801-963-0093 (fax)

Mr. Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: **FY 2016 FHWA/FTA Transportation Planning Finding**

Dear Mr. Braceras:

To approve the FY 2016 - 2019 Statewide Transportation Improvement Program (STIP), including the Transportation Improvement Programs (TIPs) contained directly in the STIP, the Federal Highway Administration and the Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative and comprehensive planning process. In addition, this **Planning Finding** is based upon the finding that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304. This is the documented **Planning Finding** for the State of Utah's 2016 - 2019 STIP, and each of the incorporated TIPs for the following metropolitan planning organizations (MPOs):

Wasatch Front Regional Planning Council (WFRC),
Mountainland Association of Governments (MAG),
Cache Metropolitan Planning Organization (CMPO), and
Dixie Metropolitan Planning Organization (DMPO)

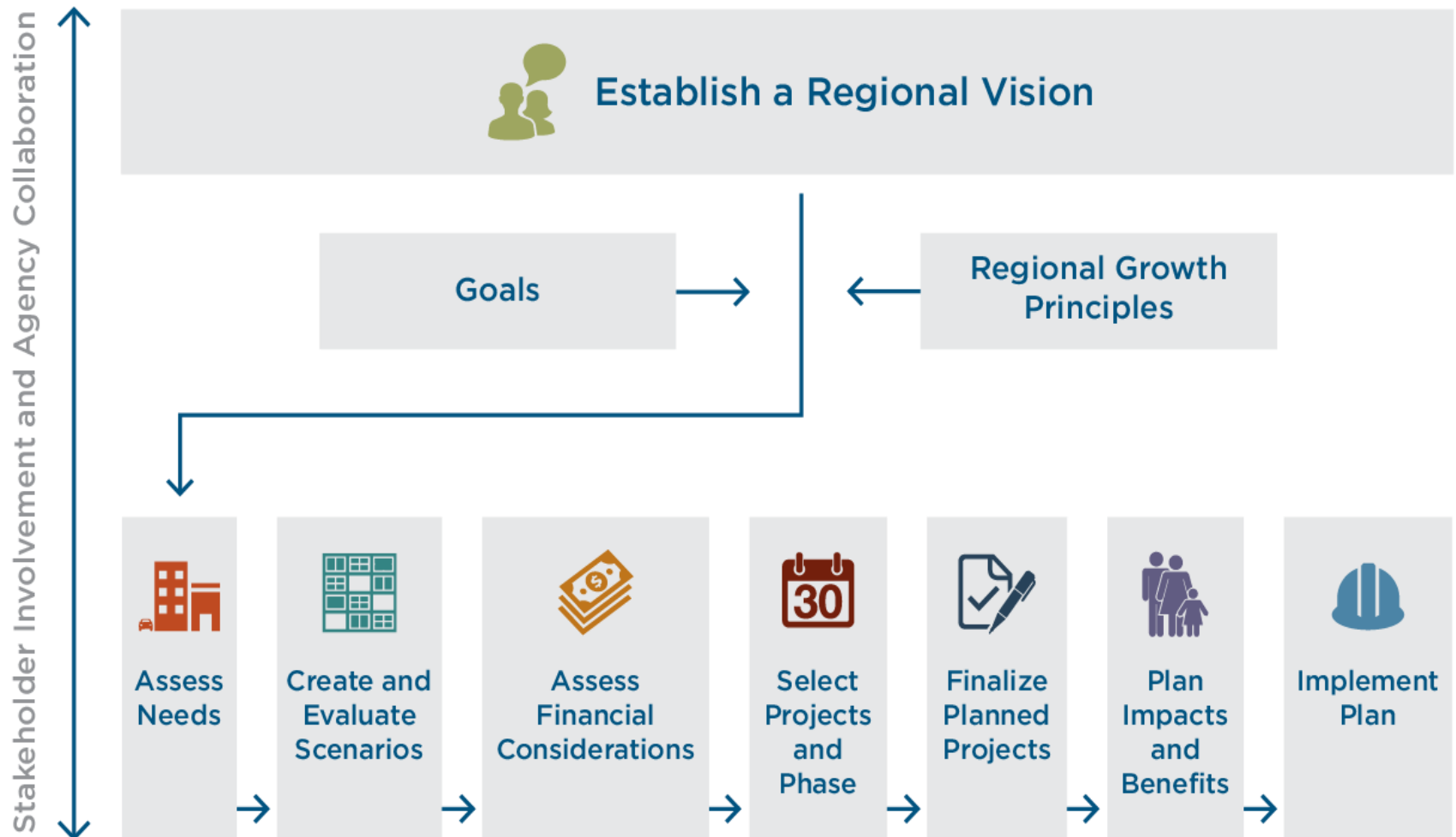
Planning Process Observations and Suggested Improvements

The following strengths of the statewide and metropolitan planning processes have been identified:

- **Unified Transportation Plan Process** – The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally and has been identified as a case study for the Every Day Counts 2 (EDC2) initiative. Their efforts to establish a website and an application for mobile devices will increase the use of and consistency with the transportation plans in the state.
- **Local Planning Resource Program (LPRP) of the Wasatch Front Regional Council** – We commend the efforts of WFRC in establishing the LPRP funding program to assist municipalities in using the tools produced with the HUD Implementation Grant to develop their local land use and transportation plans. In addition, briefing the Partnership for Sustainability Communities federal agencies on related progress has been appreciated.
- **UPLAN** – This GIS based tool has enabled the state to share data maintained by various state agencies and has received extensive acceptance with these state agencies. This has resulted in greater participation by resource agencies in the planning process and

“The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally...”

Planning Process



Performance-Based Planning

Goal

Key Objectives

Key Performance Measures

Mobility & Accessibility

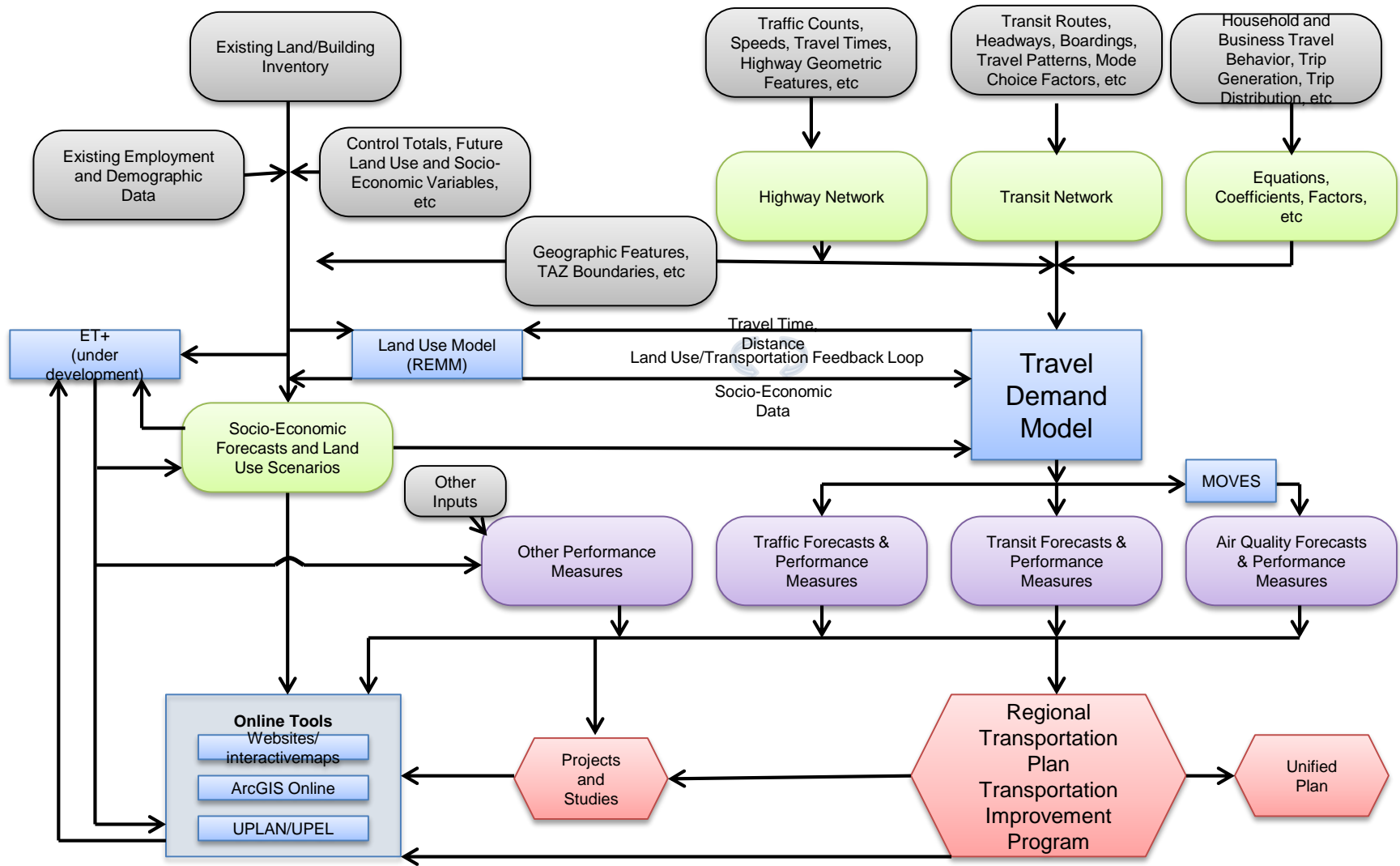
Reduce the likelihood of driving long distances daily

Vehicle miles traveled per capita

Increase the share of trips using non-SOV modes

Commute mode split percentages

Modeling and Data Flow



Public Involvement



MEETINGS & OPEN HOUSES



FAIR & CONFERENCE BOOTHS



PRESENTATIONS



SOCIAL MEDIA



NEWS MEDIA & PUBLICATIONS

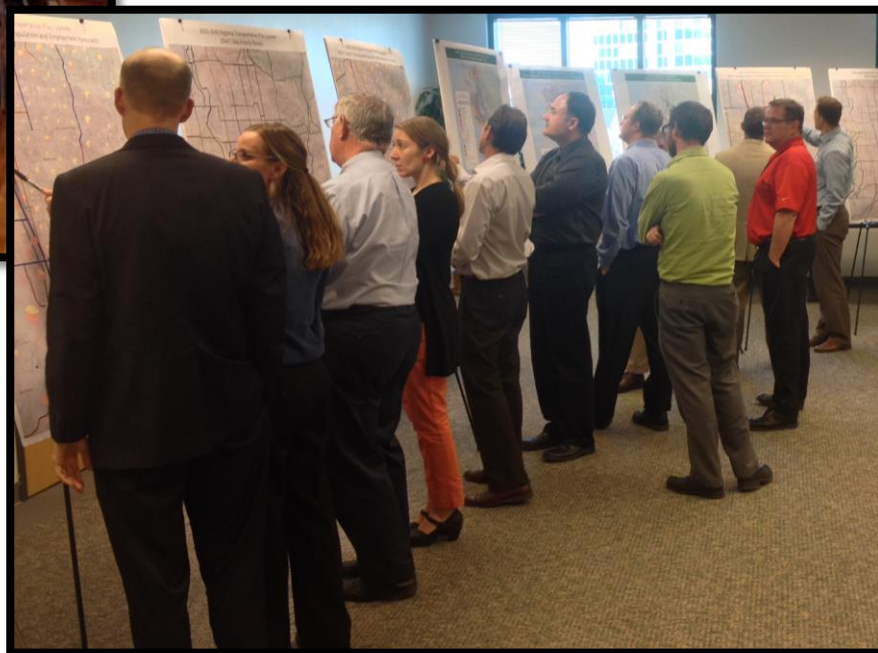


WEBSITE

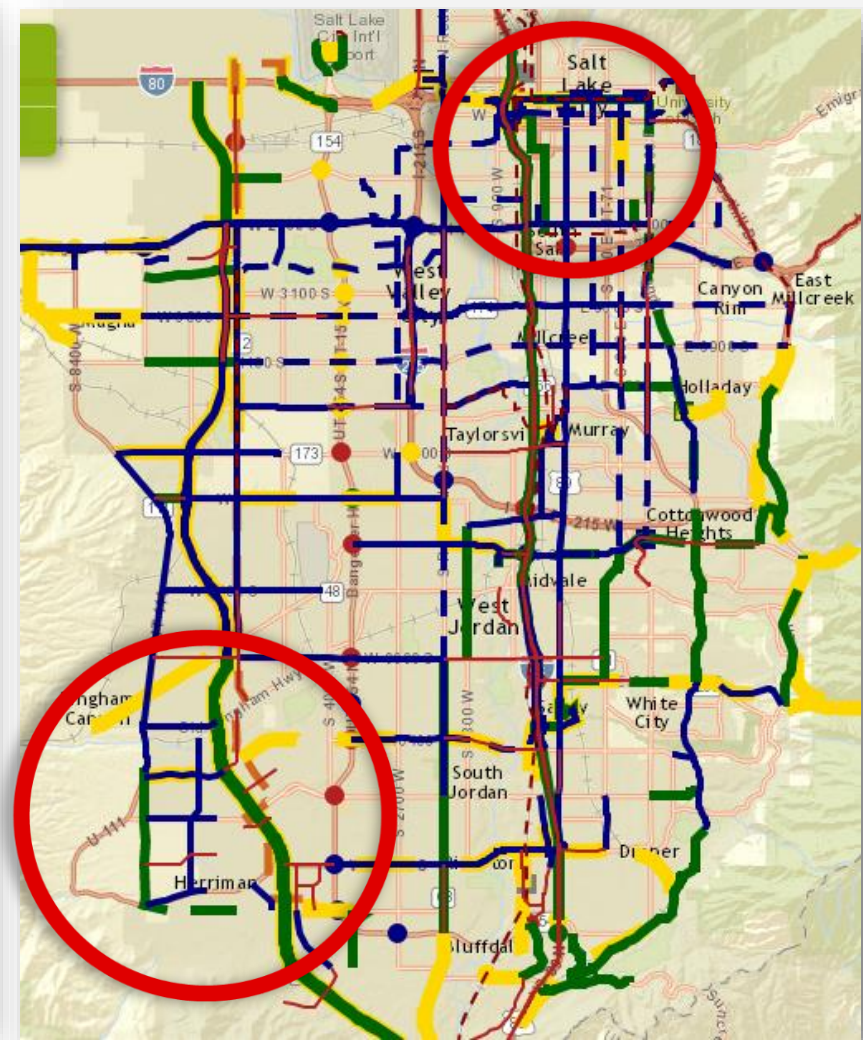
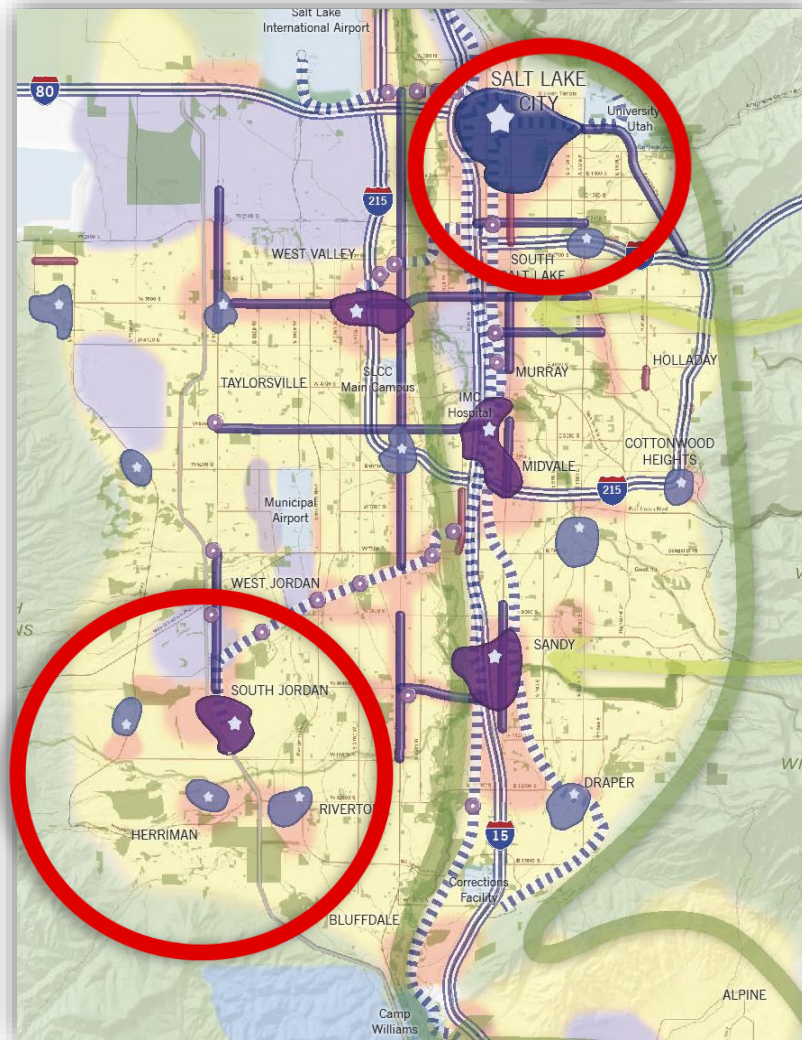
POLLS & SURVEYS



Public Involvement



Land Use and Transportation





WASATCH CHOICE

— 2050 —

Robust Financial Model

New Revenues (UDOT & Local)									
UDOT New Revenues	Scenario (Yes or No)	Year Added	Fee Assumption	% to UDOT	% Preservation	% Capacity	% Operations		
Vehicle Registration 1	Yes	2018	\$10.00	70%	50%	50%	50%	0%	
Vehicle Registration 2	Yes	2028	\$10.00	70%	50%	50%	50%	0%	
Vehicle Registration 3	Yes	2038	\$10.00	70%	50%	50%	50%	0%	
Vehicle Registration 4	Yes	2048	\$10.00	70%	50%	50%	50%	0%	
Vehicle Registration 5	Yes	2058	\$10.00	70%	50%	50%	50%	0%	
Motor Fuel Tax Increase 1	Yes	2015	\$0.05	70%	50%	50%	50%	0%	
Motor Fuel Tax Increase 2	Yes	2025	\$0.05	70%	50%	50%	50%	0%	
Motor Fuel Tax Increase 3	Yes	2035	\$0.05	70%	50%	50%	50%	0%	
Motor Fuel Tax Increase 4	Yes	2045	\$0.05	70%	50%	50%	50%	0%	
Motor Fuel Tax Increase 5	Yes	2060	\$0.05	70%	50%	50%	50%	0%	
Special Fuel Tax Increase 1	Yes	2015	\$0.05	70%	50%	50%	50%	0%	
Special Fuel Tax Increase 2	Yes	2025	\$0.05	70%	50%	50%	50%	0%	
Special Fuel Tax Increase 3	Yes	2035	\$0.05	70%	50%	50%	50%	0%	
Special Fuel Tax Increase 4	Yes	2045	\$0.05	70%	50%	50%	50%	0%	
Special Fuel Tax Increase 5	Yes	2060	\$0.05	70%	50%	50%	50%	0%	
Local (from UDOT) New Revenues	Scenario (Yes or No)	Year Added	Fee Assumption	% to Local	% Preservation	% Capacity	% Operations		
Vehicle Registration 1	Yes	2018	\$10.00	30%	50%	50%	50%	0%	
Vehicle Registration 2	Yes	2028	\$10.00	30%	50%	50%	50%	0%	
Vehicle Registration 3	Yes	2038	\$10.00	30%	50%	50%	50%	0%	
Vehicle Registration 4	Yes	2048	\$10.00	30%	50%	50%	50%	0%	
Vehicle Registration 5	Yes	2058	\$10.00	30%	50%	50%	50%	0%	
Motor Fuel Tax Increase 1	Yes	2015	\$0.05	30%	50%	50%	50%	0%	
Motor Fuel Tax Increase 2	Yes	2025	\$0.05	30%	50%	50%	50%	0%	
Motor Fuel Tax Increase 3	Yes	2035	\$0.05	30%	50%	50%	50%	0%	
Motor Fuel Tax Increase 4	Yes	2045	\$0.05	30%	50%	50%	50%	0%	

Growth Rates

Revenue Sources

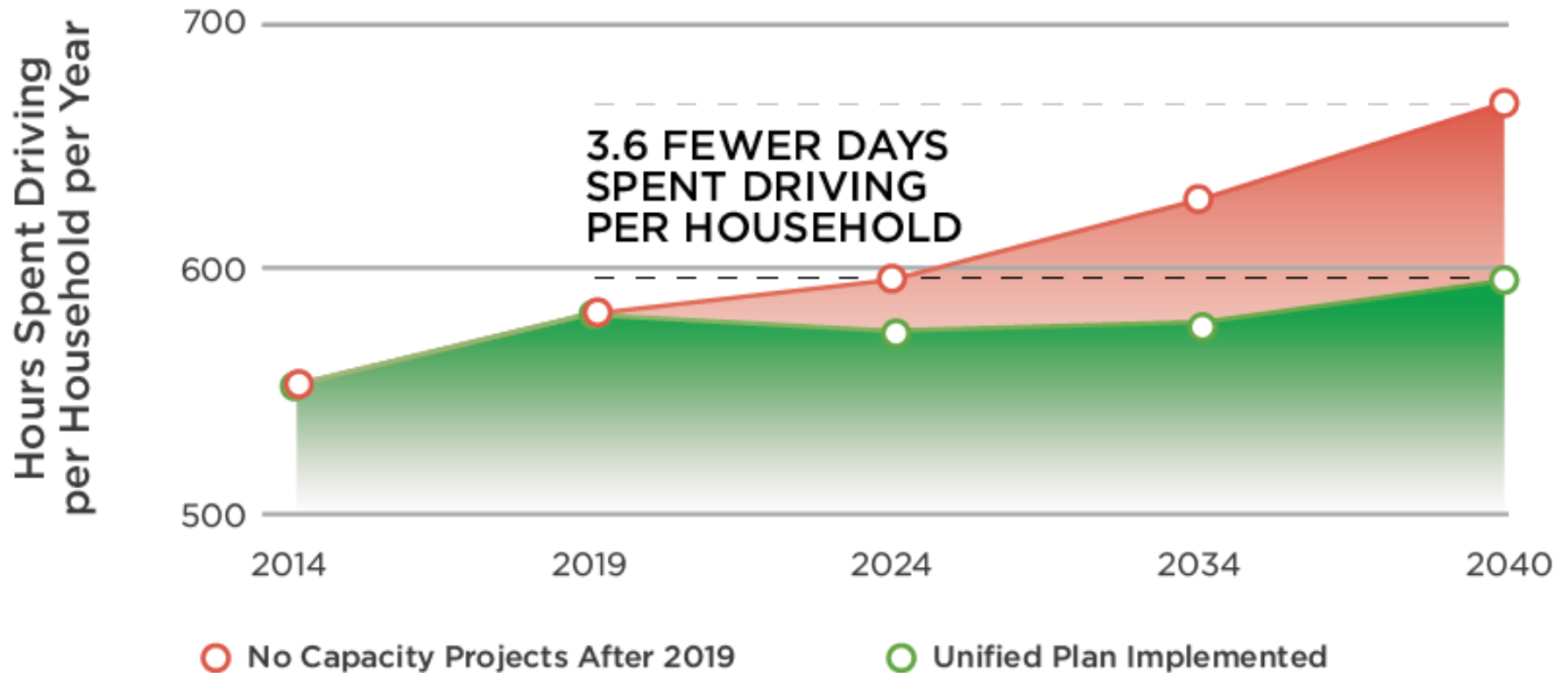
Definition of Needs

Transportation Improvement Program

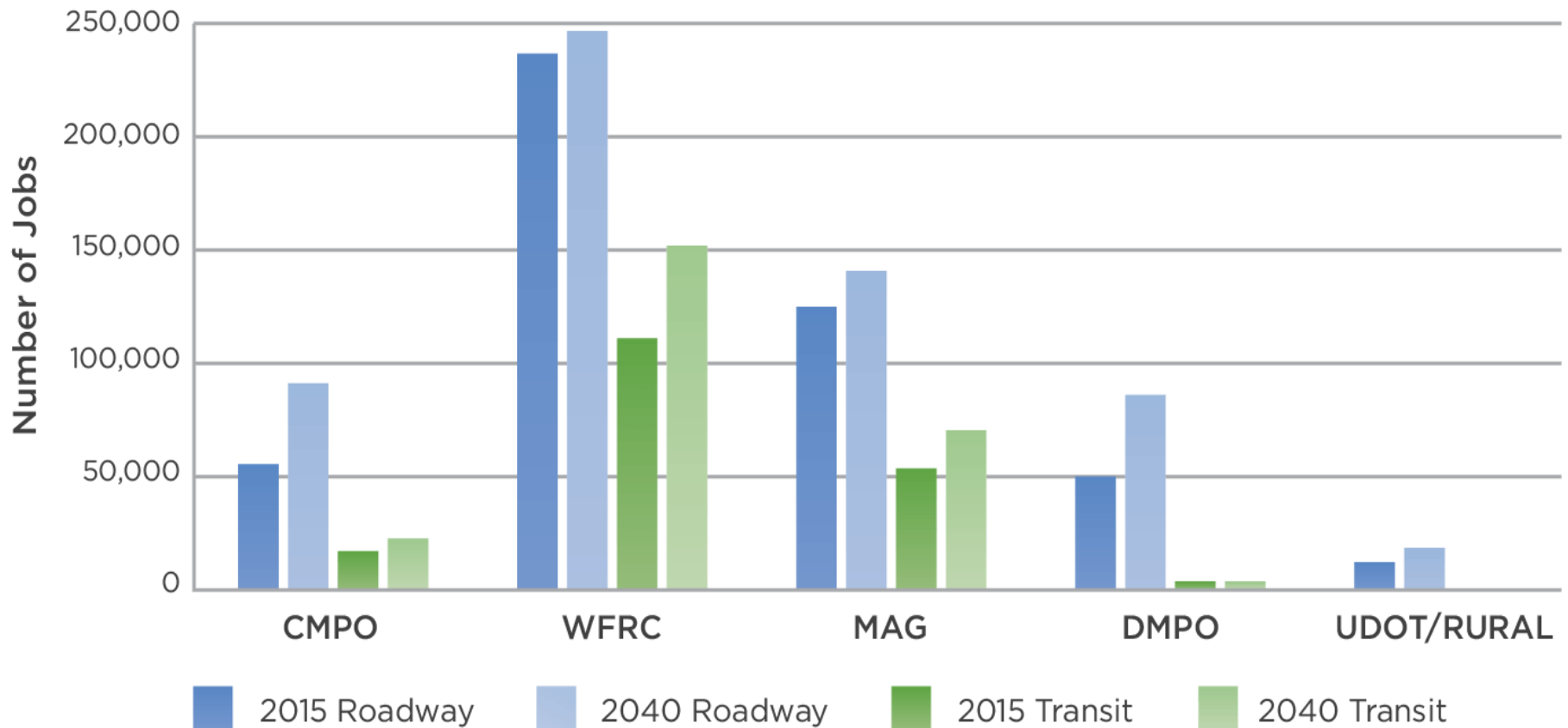


- Projects from Phase 1 of Regional Transportation Plans
- Identifies funding for projects over six-year period from federal, state, and local sources
- Road, transit, biking, and pedestrian improvements

Less time spent driving

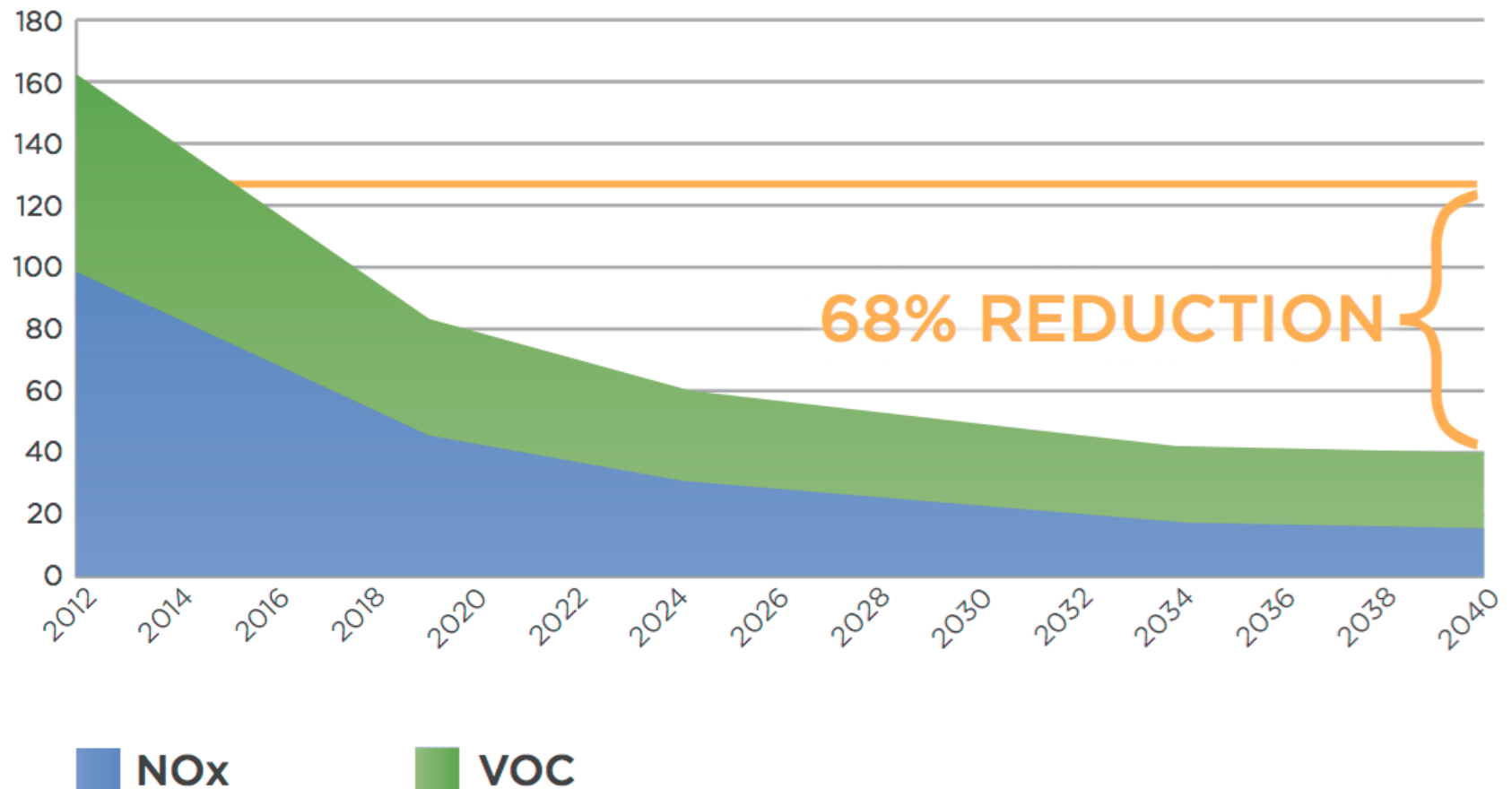


More Access to Jobs



Air Quality Benefits

VEHICLE EMISSIONS REDUCTION



Estimates are for Weber, Davis, Salt Lake, Tooele, Box Elder, Cache and Utah Counties.

Utah's Metropolitan Planning Organizations

July 13, 2016

